

4. EMFU General Assembly October 17. 2020 Agenda

Opening of the meeting (14:00)

- Welcome
- Information concerning the meeting

Item 1 (Agenda & Minutes)

- Confirmation of a reporter for the meeting. (The meeting will be recorded)
- Approval of the agenda
- Approval of the 3. General Assembly minutes

Item 2 (Treasurer's report & budget)

- Approval of the report of the treasurer
- Approval of the budget for 2021 and long term financial situation

Item 3 (Election of Officers)

- Election of the Vice-President, Treasurer and Board-Members. (A bloc vote is proposed)
Proposals:
Vice-President: Bruno Delor (FFAM)
Treasurer: Haagen Valanes (NLF)
Boardmembers: Jürgen Lefevere (SMV), Espen Bakke (NLF), Rob Buckley (LMA)
- Election of the members of the committee for the verification of accounts

Item 4 (President's Report & Discussion)

- President's report
- Open discussion

Item 5 (Next meeting & AOB)

- Location and date for the 2021 General Assembly
- AOB

End of the Meeting (17:00)

The initially planned reports and documents related to this meeting can be found here:

<https://c.1und1.de/@519440215983522726/1vII6XWBQzK9QSxLLnEPMA>

There will be updates. Please check regularly.

Participant List

4. GA EMFU

	Present	Country
Frank Tofahrn	1	GER
Michael Osterlund	1	RCFF
Espen G. Bakke	1	NOR
Robert Herzog	1	BEL
Bruno DELOR	1	F
Jon Gunnar Wold	1	NOR
Paulette Halleux	1	BEL
Ernest Mattiussi	1	LUX
Kjell Nilsson	1	RCFF
Leo Van Eylen	1	BEL
Lars Kildholt (Den)	1	DEN
Louis Prinsmel	1	BEL
Hans Krijne	1	FLRCV
Harri Pihl	1	FIN
Jürgen Lefevere	1	SUI
Bengt Lindgren	1	SWE
Rob Buckley	1	UK
Haagen Valanes	1	NOR
Dave Phipps	1	UK
Jürgen Lefevere	1	SUI
Anders Jonsson	1	SWE

Total 21

Membership Database EMFU Associations noncommercial - Members at 31.12.2018								Fee / Member
Country	Member Data	Type of Organisation	Type of Membership	Status	Members	Votes	Fee Full Member	
GBR/BMFA	<u>BMFA</u>	NAC	Full Member	Active	34 240	271	5 478,40 €	0,16 €
FRA/FFAM	<u>FFAM</u>	Part of an NAC	Full Member	Active	25 084	225	4 013,44 €	
GER/DAEC	<u>DAEC</u>	Part of an NAC	Full Member	Active	16 694	183	2 671,04 €	
AUT/ÖAEC	<u>ÖAEC</u>	NAC	Full Member	Active	13 169	165	2 107,04 €	
SUI/SMV	<u>SMV</u>	Part of an NAC	Full Member	Active	7 916	139	1 266,56 €	
BEL/LBA BML	<u>LBA BML</u>	Part of an NAC	Full Member	Active	5 543	127	886,88 €	
SWE/SMFF	<u>SMFF</u>	Part of NAC	Full Member	Active	3 514	117	562,24 €	
NED/KNVvL	<u>KNVvL</u>	NAC	Full Member	Active	3 907	119	625,12 €	
DEN/RDAC	<u>RDAC</u>	Part of NAC	Full Member	Active	5 259	126	841,44 €	
NOR/NLF	<u>NLF</u>	Part of NAC	Full Member	Active	2 906	114	464,96 €	
FIN/FAA	<u>FAA</u>	Independent association	Full Member	Active	1 302	106	208,32 €	
NED/FLRCV	<u>FLRCV</u>	Independent association	Full Member	Active	1 080	105	172,80 €	
GBR/LMA	<u>LMA</u>	NAC	Full Member	Active	1 214	106	194,24 €	
SWE/RCFF	<u>RCFF</u>	Independent association	Full Member	Active	1 090	105	174,40 €	
LUX/FAL	<u>FAL</u>	NAC	Full Member	Active	234	101	37,44 €	
					Total	123 152	2109	19 704,32 €

Info are based on statements of the member associations

Up to		
125 000	0,20	25 000,00
150 000	0,17	25 000,00
175 000	0,14	25 000,00
200 000	0,13	25 000,00
250 000	0,10	25 000,00
300 000	0,08	25 000,00
350 000	0,07	25 000,00

Financial statements EMFU 2019

Income	2018	2019	Bud 2019	Bud 2020	Bud 2021
Membership fee	€ 20 080,00	€ 19 704,32	€ 20 000,00	€ 20 000,00	€ 24 000,00
Other income	€ 0,00	€ 1 258,29	€ 0,00	€ 0,00	€ 0,00
Total income	€ 20 080,00	€ 20 962,61	€ 20 000,00	€ 20 000,00	€ 24 000,00
Expenditure	2018	2019	Bud 2019	Bud 2020	Bud 2021
EAS/ISAD	€ 2 875,00	€ 6 345,00	€ 5 750,00	€ 11 500,00	€ 12 100,00
EMFU general meetings	€ 2 477,65	€ 6 506,44	€ 0,00	€ 0,00	€ 3 625,00
Travel expence / meeting	€ 6 494,60	€ 2 412,19	€ 10 000,00	€ 10 000,00	€ 3 375,00
WEB page	€ 0,00	€ 0,00	€ 0,00	€ 0,00	€ 2 000,00
Bank charges	€ 130,77	€ 172,25	€ 150,00	€ 150,00	€ 200,00
Lending rates	€ 2,85	€ 0,00	€ 0,00	€ 0,00	€ 0,00
Total expenditure	€ 11 980,87	€ 15 435,88	€ 15 900,00	€ 21 650,00	€ 21 300,00
Result	€ 8 099,13	€ 5 526,73	€ 4 100,00	-€ 1 650,00	€ 2 700,00

Balance sheet

Assets	2018	2019
Bank account	€ 8 460,09	€ 16 963,61
Receivables	€ 812,64	€ 37,44
Total assets	€ 9 272,73	€ 17 001,05
Debt and equity		
Short term debt	€ 1 173,60	€ 3 375,19
Equity	€ 8 099,13	€ 13 625,86
Total debt and equity	€ 9 272,73	€ 17 001,05

Haagen Valanes
Tresurer EMFU
31.12.2019

Treasurer`s report and budget

With ref to appendix “Financial statements EMFU 2019” and “Database fees 2019”

Financial statements EMFU 2019

Result for 2019 is € 5 526,73. Budget for 2019 was € 4 100. The reason for better result than budget is among other things income in the amount of € 1 258,29 from EMIG-RC. At the same time EMFU paid membership fee to ISAD in the amount for € 595. Both of this was not within the budget for 2019.

Furthermore, travel expenses, meeting and EMFU GA for 2019, is € 1 081,37 lover than budget, and membership fee for 2019 is € 295,68 lover than budget.

The financial status for 2019 is acceptable, and by the end of 2019 EMFU has € 16 693,61 in bank account. The accounts are verified by Rob Buckley and Ulf Höglin.

Forecast for 2020

Due to the fact that Convig-19 has put all our travel activities after March 2020 on hold, the prognoses for 2020 is very positive compare to budget. And at the same time, the membership rates are increased for € 0,20 for each member in 2020, because the numbers for members are below 125 000 by the end of 2018.

Budget 2021

The budget for 2021 is based on expectations regarding income and expenditure based on history and planed activities for 2020 by the board.

Membership fees are calculated with ref to rates for total members in EMFU, and current rates. The principles regarding membership fees is not proposed changed, with ref to earlier GA. The current rates are specified in appendix “Database fees 2019”.

Total travel, meetings and EMFU general meetings are in the total amount of € 7 000, soberly based with ref to the current Convig-19 situation in Europe at this time.

The board would like to update our web page and have a new post in budget for 2021 with the amount of € 2 000 for this purpose.

Other issues

The treasure in EMFU would like to address a small issue regarding my work within EMFU.

Regarding members in EMFU, I would like better documentations regarding total members within every member country in EMFU. Some members add documentation when reply my e-mail regarding numbers of members in their country, but the majority of the feedback is just a number in an e-mail without any documentations. I have full confidence that the numbers I receive are correct, but in the

end, I would like to ask for a little more documentations for my accounts and for the verifications of the accounts.

Haagen Valanes

Treasurer EMFU



General Meeting of European Model Flying Union

Gouda 1-2 July 2019

Commenced 13:00

Minutes of Meeting

In Attendance

Attendees as per attendees list below in Appendix 1.

Introduction

An introduction was given by meeting host **KNVvL**.

Agenda

The agenda as distributed on 2 Feb was agreed.

Rob Buckley agreed to take the minutes of the meeting.

Minutes of 2nd General Assembly, Palaiseau 2018

The minutes of the Palaiseau meeting of 5-6 May 2018 were accepted as a true record. Actions were covered later in the meeting.

Matters Arising

There were no matters arising.

Elections

A block vote for candidates standing for election was proposed and agreed.

Election supervisor was agreed as Jurgen Lefevere

Election Assistant was Hans Van Rooy

President's Report

Dave Phipps gave his report, slides attached

U-Space is being strongly pushed by the EU, primarily for commercial reasons as an enabler for BVLOS

It was seen as one of the priorities of the EMFU by the president to have a Web & Social Media Presence.

The original EMFU website was hosted on Rob Buckley's ISP free hosting, but that recently ended.

A social media / facebook page could be created, Rob Buckley volunteered to create a website, using BMFA hosting if possible to avoid separate hosting costs.

A Facebook page to be created by Lars Kidhold.

Treasurers Report

Haagen was sick & unable to attend, the General Secretary & President summarised his report. For 2018, the EMFU is solvent.

Rob Buckley confirmed that he had reviewed the 2018 accounts and they all appeared to be reasonable and correct.

The travel expenses were for attending European meetings & board member travel.

It was requested for future accounts to separate the cost of the EMFU general meetings from the travel expenses.

The 2018 accounts were accepted by the assembly unanimously with no abstentions.

Presentation and approval of the budget for 2018

2019 also forecasts a budget surplus as EAS subscriptions increase.

For 2020 the EAS subscriptions will reach their maximum with a forecast budget deficit.

There was no proposed increase in membership subscriptions for 2019, the proposed budget was accepted.

There was a discussion about using the initial year's budget surplus to fund web development and publicity with the aim of encouraging more members to join the EMFU and remove the need to increase subscriptions.

An increase of members would not increase the EAS subscriptions, as the EMFU will reach the maximum level of EAS subscriptions in 2020.

The best way to drive membership is to add value and to make awareness of the added value. The added value work is being done, the public awareness is needed.

The request for web/media was for manpower not money. That relies on all members providing input for the website / social media.

The membership of the EMFU and EAS is predominantly northern European, as they are traditionally more 'organised' with national model flying associations than the southern European nations. Portugal has recently re-engaged with EAS.

FFAM stated that France pays 25% of the EMFU budget to EAS, it is felt that they pay twice for the EAS, making a total payment to EAS of 50% of the EMFU payment. FFAM do not believe that they need the EMFU in order to deliver regulatory work in France, so will for 2020 need to review whether they can afford to pay for the EMFU membership with a 10% reduction in membership over the last 3 years. The FAIM are not currently convinced that EMFU provides added value for the money invested.

Eastern European countries are big in aeromodelling and should be encouraged to join as European modellers.

Overtures should also be made to the DMFE German model association, but that is an internal German political issue.

Rieteke van Luijt from Europe Air Sports

She gave a summary of the work and priorities of EAS. There is frustration at the priorities of EASA, which is geared towards industry and 'large' aircraft, but the treatment of General Aviation is improving.

U Space – it would be useful to have information sharing & a combined EMFU approach.

Potentially the best way to influence and effect U Space is to join in the flight trials that are running. Model flyers are involved in trials in Finland to show that model flying is neither impacted by nor impacts upon U Space functioning. U Space development is very haphazard at present, with a big opportunity for model flyers to be involved & drive the solution.

U-Space was stated at the Amsterdam 2018 drone conference be a priority and the EMFU with EAS put an input into the recent U-Space consultation.

Aviation is traditionally slow to embrace new technology such as GPS & moving maps, and some parts of GA are seen as 'dinosaurs' by regulators, preventing introduction of new technology.

Elections

This year the posts of President, General Secretary and one board member were due for election. All the retiring members were prepared to stand again and had been nominated.

A block election was held for those standing for election-

President – Dave Phipps

General Secretary – Frank Tofahrn

Board Member – Richard Branderhorst (note he is standing down as N association at the end of 2019, so may resign at the end of 2019.)

All three were elected unanimously with no abstentions.

The composition of the Executive Board was then-

Position	Name	Re-Election Due
President	David Phipps (BMFA)	2021
Vice President	Bruno Delor (FFAM)	2020
Treasurer	Haagen Valanes (NLF)	2020
General Secretary	Frank Tofahrn (DAEC)	2021
Board Member	Ralf Bäumener (MFSD / DAEC)	2020
Board Member	Richard Branderhorst (KNVvL)	2021
Board Member	Markus Dormann (SMV)	2020

EASA Regulations

Dave Phipps gave a summary on the work done & state of EASA regulations, which have matured in the last year.

There have been improvements in the EASA regulations for model aircraft flying within an association / club. Much of the rules will be defined as part of the club/association operational permission under Article 16.

EASA believe that the rules could be revised within a year to address any issues from national regulators.

Free flight & control line flying were discussed.

Tethered aircraft under 1kg are not within the scope of the EASA basic regulation. In the UK, control line aircraft are exempted from the requirements for FRZ permissions up to 7Kg & 25m lines

Free flight is a difficult area, and may be covered in the EASA AMC when they are published

It is seen that the best way to address free flight would be within the article 16 authorisation.

Jurgen Lefevere

He gave an update on the regulations, slides attached

EU legislation becomes applicable End June 2020, gives 3 years transition period for model flying within clubs / associations.

2 issues need clarifying before the applicable date-

- What does 'in the framework of' mean for model aircraft operations?
- What are the registration requirements? What will clubs / association need and be able to do?

The applicable timescale is-

- July 2020 – apply for Article 16 authorisation
- End June 2022 – End of transition period, article 16 authorisation needs to be in place

It was strongly recommended that every association gets its house in order and prepares the application for article 16 authorisation now.

It is important for the associations to decide how wide their scope is, for who, flying what, where? For their members only or for others flying in their 'framework', taking into account 'guest' pilots / tourists.

Jurgen could work on a 'bolierplate' agreement if necessary to formalise a bilateral agreement between associations to allow joint acceptance of competency demonstration.

Visitors from outside EASA will need to register in the country they are visiting.

An operator registered in an EASA country will not need to register in any other EASA country. The competency testing depends on the country & the Article 16 permission in the country being visited if visitors are allowed. Language issues for visitors will also need to be considered.

Visitors can also fly under the open category in the visited country but will be restricted to the limitations of the open category.

When entering into the article 16 negotiation there are 2 reference points-

- The current national requirements
- The Open category requirements

It will be very useful to know what is happening in other countries via EMFU members. The chances of having harmonised rules throughout EASA countries is close to zero due to the huge range of existing differences, but the knowledge and learning will be useful when negotiating.

An article 16 authorisation needs to be formally requested to the appropriate national authority, including the 'initial demands' in the application.

Without an Article 16 authorisation in place, all flying will have to be in the open category.

Can member states implement rules that are more restrictive than the open category? Yes and no, in some areas there could be the scope to interpret and implement the open category to be overall more restrictive.

National registration systems will feed into the European registration system.

EASA regulations have translated versions for all the European languages, recommended to read the translation and inform EASA of any errors before the official publication on 12 June.

He has published additional information on his website www.lefevere.eu

Statute Change

The General Secretary presented the proposed statute change for section 9.7.3 to capture the actual status of general assembly operation.

A statute change needs to be notified where the EMFU is registered, which is to the authorities in Vienna.

In order to reduce the need for administrative work, it was proposed to not change the statutes and leave the minute taking arrangement as before, potentially change the statutes at a later date if more substantial changes are necessary.

Proposal to not change the statutes at this time was agreed unanimously.

Radio Committee

The General Secretary presented the proposal for the EMFU to form a Radio Committee.

A discussion took place on the merits of forming a radio committee and the Executive Board will proceed with forming a radio committee.

EMFU Membership of the ISAD Group

Due to the excessive cost of joining ETSI (approx. €20k) the General Secretary proposed that the EMFU joins the ISAD group for €950 per annum.

A discussion took place on the merits of this action.

To be investigated whether EAS has access to the appropriate radio / spectrum committees, such as CEPT.

As the General Secretary was proposing to do the work and just needs the EMFU to pay the subscription it was proposed that the EMFU proceeds to join ISAD. Agreed unanimously.

ACTIONS

1. Dave Phipps / Jurgen will create a guidance document on
 - a. how Article 16 should be interpreted
 - b. How article 16 should be used properly in the intent of the basic regulation to minimise the impact on existing model flying
 - c. Mutual recognition of cross border operations
2. Rob Buckley to proceed with Website with help from others
 - a. To include 'taster' information to encourage membership and news on the work of the EMFU
3. Lars to proceed with Social Media with help from others
4. Rob Buckley to create Google group for information sharing & discussion
5. Rob Buckley to circulate Over 20/25kg document for completion by others
6. Dave Phipps will share information used in the UK for
 - a. Control line
 - b. Insurance
7. Information from France/Belgium and the UK to be shared to show how airshows are organised & managed, and how pilot competency is demonstrated.

8. Executive Board to form Radio Committee
9. General Secretary to join EMFU into ISAD Group

AOB

Insurance

For guest pilots / tourists, how would they be insured when visiting another state?
Possibilities for a 'passport' to share insurance between EMFU members.

Potential to cover as part of a bilateral agreement.

Regulation Status in Each State

Belgium

Established procedures for model flying at national level, both organisations in both regions and very positive relations with the authorities. Specific legislation for unmanned aircraft enacted, Ministerial Decree drafted to cover model flying. Currently on hold awaiting a Government. Registration requirements are still to be defined. Model aircraft can be flown only at registered airfields listed in the AIP at max. 120m, illegal elsewhere. Permission for up to 200m altitude at published events.

France

The military are concerned with unmanned aircraft flying. At the end of 2016 a law introduced on security, introducing the requirement for electronic identification. Not needed when flying at a registered site, but flying elsewhere an E identification system is necessary. Specification of the E Identification system is not yet finalised & published.

Austria

A 150m height limit is in force nationally. Some flying sites have permission for a 200/500m height limit. The fee for a permission is €800 per site.

The Austrian aero club is involved with the regulator on defining the registration & testing definition, currently at the beginning of the process.

Netherlands

Ongoing discussion with the government, less recently awaiting the final EASA publication. Aim to follow up with the government with the published EASA requirements. Government gave the impression they are open to give a good outcome for model flyers, but they have many other parties to take into account

Sweden

Errors in the official translation of the EASA requirements have already reported.

All aeromodelling fields registered & all Airsport sites registered on a database.

Discussions with authorities have begun, awaiting publication of the EASA requirements to establish the Article 16 permission, especially with the repeat competency requirements.

400-600m is the usual height limit for model flying sites.

The two Swedish model flying associations are working together, there is seen a lot of work to do.

Denmark

2 sets of requirements, one for flying inside a city & one for flying outside.

Inside city also includes harbours, beaches, parks etc.

Many restrictions on where flying can take place outside cities.

No model flying allowed within 5km from every airfield, with no exemption/permission allowed

100m height limit throughout the country, except where the limit is 40m

Article 16 hoped to improve matters

Switzerland

Dialogue with Swiss authorities has been ongoing for over a year, many of whom are active model flyers.

List of demands given to the authorities, basically no change except for registration. There are no requirements other than max 150m in ATZ, avoid airports & nature reserves & mandatory insurance. 30kg limit for uncertified aircraft.

Discussions are underway of how a registration & testing system could be run by the aero club on behalf of the state. As Switzerland is not an EU state, the implementation is up to Swiss parliament.

UK

Operator registration & remote pilot competency testing mandatory as of November 2019.

Lack of engagement by UK government during 2019 has led to a wide campaign by the UK associations. Meeting to be held with Aviation Minister to try and come to a solution for model flying.

Temporary arrangement needed until an Article 16 permission can be applied for and agreed with UK CAA.

Blanket 400ft height limit since July 2018, CAA permission in place for UK association members to fly above 400ft.

Flight Restriction Zones introduced March 2019 around some airfields restrict unmanned aircraft of any weight from flying without Air traffic Control permission. CAA permission in place for UK association members to fly control line up to 60ft without permission.

Norway

In April temporary approval of safety system, in review, approval expected in July. Restrictions during training, then few restrictions afterwards, upto the pilot to manage the risk

Germany

Fire resistant ID plate (20mm/10mm) needed in a visible place on the aircraft (inside or outside)

Competency testing required if flying-

- Over 2kg over 100m altitude outside a flying site

Insurance is mandatory

The two German associations are speaking to the authorities with different requirements. Only one authorisation is possible from the authorities, so negotiations underway to come to an agreement on common needs.

Norway

Marking of the aircraft is required on every large part (wing / fuselage) in case they part company during flight.

Discussions to be launched with the regulator for an Article 16 authorisation.

Location of 2020 General Assembly

Belgium offered to host the 2020 General Assembly in Brussels, near Brussels airport.

Two venues under investigation, with a general preference for the Van der Valk Hotel.

30/31 May 2020

Appendix 1 - Attendees List

3. General Assembly of the EMFU		
Attendee List		
Delegate	Association	Remark
Frank Tofahrn	DAEC	
Ralf Bäumener	DAEC	
<u>Hans Krinje</u>	<u>FLRCV</u>	
Rob Buckley	LMA	
Bruno Delor	FFAM	
Kjell-Åke Skoog	RCFF	
Michael Österlund	RCFF	
Bengt Lindgren	SMFF	
David Phipps	BMFA	
Ian Pallister	BMFA	
Robert Herzog	LBA / BML	
Paulette Halleux	LBA / BML	
Leo Van Eylen	LBA /BML	
Louis Prinsmel	LBA /BML	
Hans van Rooy	KNVvL	
Richard Branderhorst	KNVvL	
Ernest Matussi	FAL	online
Berhard Roegner	ÖAeC	
Wolfgang Semler	ÖAeC	
Josef Jahn	ÖAeC	online
Espen Bakke	NLF	
Haagen Valanes	NLF	ill
Markus Dormann	SMV	
Jürgen Lefevere	SMV	
Lars Kildhold	RDAC	
Henry Hagert	FAA	
Reieteke van Luijt	EAS	

Appendix 2 – Presentations

The presentations given during the meeting are attached below.



Representing Model Flyers in Europe

EMFU General Meeting

Online – 17 October 2020

President's Report



The situation at the EMFU Conference – June 2020

- Web and Social Media Presence for better communications and information sharing.
- Continue to work in close partnership with Europe Air Sports
- To continue to work with EC and EASA - adoption of Implementing Regulation is not the end of the story. First review anticipated in just one year!
- Explore the value of standard scenarios for some activities.
- Deal with the issues surrounding electronic conspicuity and consider solutions for model flying.
- Ensure that the impact of U-Space development on model flying is minimised
- Representation of our radio spectrum interests through ISAD .e.v.

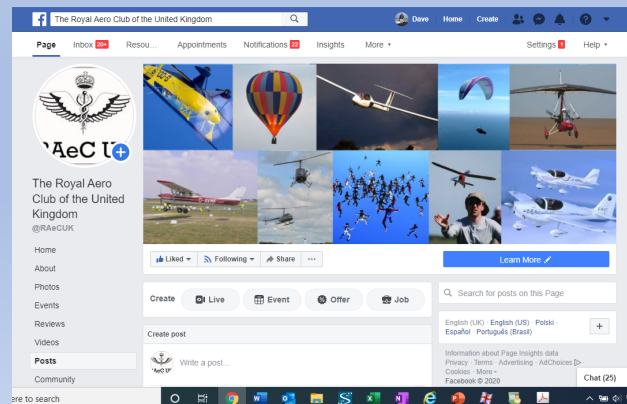


Web and Social Media Presence for better communications and information sharing

- We have a website – but we need to put more work into it with content!



- How should we do it? Pay someone? Or simply get on with it?
- How many engage with Facebook and would be prepared to contribute?



Continue to work in close partnership with Europe Air Sports

- Good relations maintained with Europe Air Sports
- Timo Schubert was a panellist at the EASA High Level Drone Conference
- U-Space & electronic conspicuity are becoming big issues for them too!
- A slightly quieter year than usual – no Conference or Technical meeting
- A new MoU signed with the FAI



To continue to work with EC and EASA

- Cordial relations maintained
- Input sought from EMFU on AMC/GM updates, FPV Drone Racing, Standard Scenarios for BVLOS Operation and BVLOS in the Urban Environment.
- Prompt responses to our queries/comments (not always the answer we want though!).
- EMFU invited to run a conference for NAA's on the regulation of model aircraft (possibly as part of an EASA Workshop or a Workshop at the EASA High Level Drone Conference).
- Sadly Covid-19 has interfered with our plans. Maybe in 2021?
- 2019 EASA HLD Conf was very 'flat'. Felt like the drone 'bubble' had burst.
- UA Regulations delayed from July until 31 December.

Explore the value of standard scenarios for some activities

- I usually report that I am “unconvinced about the value of Standard Scenarios for model flying”.
- EASA has now confirmed that standard scenarios can only be used by CE marked aircraft.
- EASA view is that STS are not the best way to deal with model flying.
- PDRA’s may be useful in some instances, but a good Article 16 Authorisation remains the best option for most

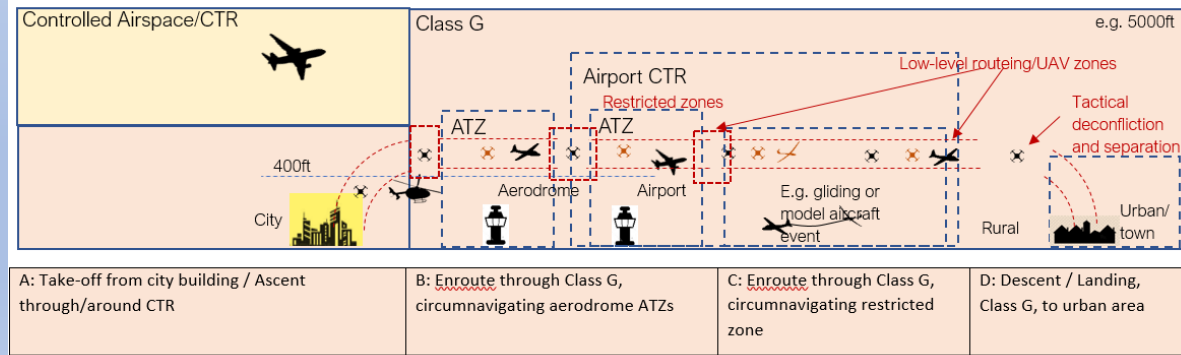


Deal with the issues surrounding electronic conspicuity and consider solutions for model flying

- Electronic conspicuity and identification has to be a focus of our activity.
- Brings in the added complication of national security!
- Great to welcome Rob to the board to lead this area of work.

Aviation scenario 4: UAVs, including restricted zones, VLOS and BVLOS

Figure 4: Routeing (e.g. delivery) from a central city location in proximity to a CTR, through class G airspace in the vicinity of other CTR/ATZ operations, via rural area(s) to another location in an urban environment



Ensure that the impact of U-Space development on model flying is minimised

- Also ties in directly with our concerns over conspicuity requirements.
- Previous comment from DG MOVE “*Thank you for these thoughts. Indeed, let’s use geofencing to let the modellers do their activities. That should be sufficient*”.
- Draft EC IR on a high-level regulatory framework for the U-space currently states:
This Regulation shall not apply to:
(b) operations of unmanned aircraft conducted in the framework of model aircraft clubs and associations that receive an authorisation in accordance with Article 16 of Commission Implementing Regulation (EU) 2019/947.
- Genuine intent to leave model flying alone, but still some battles ahead.



Representation of our radio spectrum interests through ISAD .e.v.

- Ongoing activity with CEPT Frequency Management to make 2 additional radio bands available for UAVs (1880 – 1920 MHz and 5000 – 5010 MHz).
- CEPT FM59 (the working group in charge) is working on a report that will go to CEPT the basis of a 'coexistence study' for the additional allocation of these bands for UAV.
- CEPT proposal to change some requirements (Radar detection, indoor limitation) for the use of the 5 GHz WiFi-Band and make this band available for UAVs (airborne use is not currently permitted). This would open up the possibility to use low cost WiFi cameras on models that do not interfere with the R/C-equipment.
- ETSI working on a proposal to initiate a change of regulation in the 2.4 GHz band by increasing the transmit power limit from 100 mW to 1 W.
- The EMFU is engaged in all these topics directly as member of ISAD e.V.



Other matters

- Regular discussions with the AMA during 2020 (WMFU?).
- Thanks to the Board.
- Thanks to Frank.
- Thanks to Members for their continued support.



There are still many challenges ahead but we are undoubtedly stronger together!

Let's hope we can enjoy a few beers next time.

Stay safe & happy flying!

